

Recognized Authority on
Connellsville Coke Trade.

Weekly The Courier

Circulates Wherever Coke
Is Manufactured or Used.

VOL. 39, NO. 29.

CONNELLSVILLE, PA., THURSDAY MORNING, JANUARY 27, 1916.

EIGHT PAGES.

Prices and Prospects.

SPOT COKE RISES DIZZILY TO \$5 TON LAST WEEK BECAUSE SHIPMENTS SHORT

Caused by Acute Scarcity of Cars in the Coke Region.

CONDITIONS NEARLY NORMAL

**New Furnaces to Bank and Most of
Them Developed Reserve Coke
Record Price Since Big Railroad
Blockade During Winter of 1902.**

Special to The Weekly Courier.
PITTSBURG, Jan. 26.—Last week was perhaps the most trying the present generation of coke operators ever put in. As noted in last report the week opened with many railroad divisions furnishing only about 50% of the empty cars required. On Wednesday and Thursday the average of the whole region was probably under 50%. Friday the supply improved and Saturday it was not far from normal. Estimates of the week's car supply made in Pittsburgh coke circles run from 60 to 70%.

In addition to the car shortage, curtailed shipments, there was a slowing down in the movement of coke in transit, resulting in the receipt of furnaces being much below the normal requirements. For weeks past coke operators have endeavored to supply furnaces up to their fullest requirements, lessening difficulties such as those of last week, and the furnaces did not hesitate to represent their requirements at the maximum. In consequence of the condition there were some surprises. Furnaces that were known not to be receiving normal supplies were still able to operate and it developed that they had reserves which in some cases the operators had not counted upon. Many furnaces, however, have had to slow down their operations. Very few if any have been forced actually to bank. It is not uncommon in some quarters to speak of a blast furnace being forced to bank the moment its coke supply is decreased, but a furnace does not bank so readily. The process is expensive and it is possible to hold a furnace for 12 hours or more with no coke, while with a reduced supply it can be nursed along for quite a while, merely producing a reduced quantity of pig iron.

The many furnaces that were short of coke last week were averse to paying fancy prices for coke, and there was scarcely any to be had at any price. However, there were sales of about 1,500 tons of absolutely spot shipment coke on Friday at \$5.00, making not only the record set for the movement with the record price during the great railroad blockade of the winter of 1902-3. The highest prices for spot furnace coke between the time and last week were paid in December, 1912, when there was a large aggregate tonnage sold at \$4.25, and a few odd lots probably at \$4.50.

With the almost complete restoration of normal shipping conditions this week most operators heaved a sigh of relief. The typical coke operator wishes to ship his coke on contract and does not like to see fancy prices for spot coke as they only come when regular shipments are curtailed. The car supply Monday was practically 100%, but this was not regarded as conclusive evidence that car trouble was over, as car supplies are usually good on Monday. Tuesday, however, brought practically as large a supply and reports now are to the effect that the railroads have the situation well in hand, the seriousness of last week's situation causing them to take an adequate interest in car movement.

A great deal of furnace coke that was held up in railroad yards has been arriving at furnaces in the past few days, and the furnaces are in consequence in much better condition. It is evident that the shortages they have had lately have been chiefly the fault of the railroads rather than of the coke shippers. There are reports that some spot furnace coke sold yesterday at \$2.75, but the general market seems fairly quiet at \$2.00 per ton.

RECORD COKE PRICE

Southern Connellsville Company Gets \$6.30 a Ton.

What is believed to be the record price for Connellsville coke during the recent Harry was received by the Pennsylvania railroad and by the lighterage delivery facilities of that system.

The railroads are apparently making little progress in reducing the congestion of coke which exists at the several railheads.

It is said the coke was not for furnace purposes, but went to a Chicago chemical company for filtering purposes.

Pittsburgh Steel Company Prospers.

The annual report of the Pittsburgh Steel Company shows that the net earnings available for dividends last year increased \$187,000, or 10%.

It is said the coke was not for furnace purposes, but went to a Chicago chemical company for filtering purposes.

Last Coke Furnace to Fire.

An idea of the real state of the iron and steel industry may be had when it is stated that preparations have been made for starting the last of the blast furnaces located in the Pittsburgh district, which have not been in operation for many years, as follows:

The pig iron market continues very quiet and remains a puzzle to sellers. Consumers profess no interest, being apparently well covered. The furnaces, however, seem to be equally well sold up and there is no disposition to cut prices, which remain quotable as follows:

Review of the Connellsville Coke Trade.

Statistical Summary.

| PRODUCTION. | WEEK ENDING JAN. 22, 1916 | | | | WEEK ENDING JAN. 15, 1916 | | | |
|------------------------------|---------------------------|-----------|-------|---------|---------------------------|-----------|-------|---------|
| | DISTRICT | CO. Ovens | Tn. | Out. | Tons. | CO. Ovens | Tn. | Out. |
| Connellsville | 21,189 | 17,717 | 3,772 | 218,002 | 21,080 | 17,635 | 3,851 | 226,857 |
| Lower Connellsville | 17,543 | 15,154 | 2,079 | 182,614 | 17,513 | 15,359 | 2,131 | 193,601 |
| Totals | 38,732 | 33,151 | 5,851 | 400,806 | 38,602 | 33,011 | 5,988 | 420,521 |
| COKE TRADE SUMMARY. | | | | | | | | |
| PITTSBURG OVENNS. | 17,304 | 14,512 | 2,819 | 178,852 | 17,304 | 14,422 | 2,930 | 186,432 |
| Connellsville | 5,552 | 4,911 | 638 | 63,692 | 5,552 | 4,911 | 638 | 62,992 |
| Totals | 22,856 | 19,153 | 3,457 | 242,541 | 22,813 | 19,330 | 3,577 | 248,594 |
| MERCHANT OVENNS. | 4,128 | 3,175 | 953 | 39,340 | 4,128 | 3,213 | 945 | 40,425 |
| Connellsville | 11,903 | 10,529 | 1,113 | 118,052 | 11,903 | 10,165 | 1,090 | 121,502 |
| Totals | 16,031 | 13,605 | 2,394 | 158,392 | 16,080 | 13,378 | 2,411 | 171,927 |
| SHIPMENTS. | | | | | | | | |
| To Pittsburgh | 3,875 | Cars. | | | 3,817 | Cars. | | |
| To Points West of Pittsburgh | 5,608 | Cars. | | | 5,701 | Cars. | | |
| To Points East of the Region | 1,334 | Cars. | | | 1,772 | Cars. | | |
| Totals | 10,817 | Cars. | | | 11,290 | Cars. | | |

EASTERN FREIGHT SITUATION IS BOTH BETTER AND WORSE

\$5 COKE LONG PREDICTED, REALIZED BY THE COKE MEN

Sale of 1,500 Tons is Made at That
Price: Coke Car Supply
Improves.

Fred D. T. McDonald, Division Freight
Agent of the Pennsylvania railroad with
headquarters in Uniontown, was
in Connellsville Friday. "I just
stopped to tell you," said he, "that the
\$5 coke I predicted last May is due to
come some time this winter has ar-
rived. I just heard of a sale of 1,500
tons at that price."

The coke car supply, Mr. McDonald
said, showed some improvement. The
model is chiefly with the export
in mind connection down East which has
so many carried up, though a number
of coke cars are out of commission
in this immediate section for various
causes. At the Youngstown wheel
line, H. 222, one of the largest, is
out and coke cars have been taken
out and coke put in their place.

These cars are now being repaired
and returned to the regular cocaine
trade. The regular coke cars
known as H-222 are all in the coke
trade but they are no longer sufficient
to care for all of the coke in these
plants.

With the advances made in the past
few days in plates, shapes, bars and
wire products the average price of
finished steel products is \$2.40 ton
above the level of 1907, being there-
fore the highest since 1903. The
market has already passed beyond
bounds but is still advancing. Steel
prices have advanced with practically
the same rapidity in January as in
the three preceding months.

The question whether or to what
extent high prices for steel will cur-
tail consumption is being discussed,
but there is little direct evidence
that can be used. Some of the plate,
shape and bar cars are now in use,
against which few spot specifications
are as yet as far as price is concerned.

The Boston & Albany railroad is
accepting pig iron and steel and
shipments to Massachusetts points, but
not many furnaces are able to get into
connection with this route. Consider-
able iron has been going in New
England from the north by the round-
about way of the Grand Trunk and
Canadian Pacific roads, delivering to
the Boston & Maine at an extra cost of
20 cents per ton. This average has
been closed. The lower part of the
Hartford & New Haven road, the movement
of iron has been even more impeded
than during the past several days
and some additional carloads have
been forced down, owing to the lack of
motors.

The Boston & Albany railroad is
decidedly quiet as to new buying, but
with the mills already congested with
business specifications are being re-
ceived at a rate far exceeding the
output. The problem of the steel
industry is one of manufacturing and
distribution, not of selling.

Whatever improvement is to be had
in the freight congestion problem of the east are hardly local
or short-lived in their effects. While
the coal and coke situation is slightly
better, due to the shipments now be-
ing accepted by the New York, New
Haven & Hartford road, the movement
of iron has been even more impeded
than during the past several days
and some additional carloads have
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TO SHIP RAW COAL

Two More Coke Region Plants to En-
gage in This Branch of Industry.

The number of coking plants which
in the existing state of the market are
finding it more desirable to ship raw
coal than to manufacture it into coke

is steadily increasing. In addition to
those which have been so engaged for
some time past the Johnson mine of

the Johnson Coal Company at Young-
stown, the Pugh mine of the Pittsburgh
Steel Company at Aliquippa, the

Johnson Coal Company at Aliquippa

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BETTER METHODS OF MINING TEND TO CONSERVE COAL

Greatest Safety in Operation Being the First Consideration.

PRODUCTION COST INCREASES

But Connellsville Operators have met the Situation by the Adoption of Methods Insuring Both Safety and Largest Per Cent of Recovery

At the recent session of the Pan-American Scientific Congress in Washington, D. C. Frank Hunt, mining engineer of Fairmont, W. Va., discussed the subject of conservation of coal along lines having less to do with theory and with results which have been obtained in actual mining practice. The end and aim of conserving our coal supply in the Hunt judgment, can best be attained through the employment of better methods of mining as experience in the mines of the Connellsville coke region has demonstrated.

If the conservation of coal was the only object in view it would be easy to arrive at a high degree of efficiency but there are other and more immediate requirements to fulfill and the elimination of the obstacles that are raised by these requirements will contribute more to the conservation of coal than any mining method no matter how perfect. In making the plans of a mine the safety of life is considered before anything. This result in increasing the cost of production and generally the operating conditions are liable to the economy of the coal itself. It is an obstacle which not only interferes with the formulation of plans for the future, but also with the actual operation.

Some of the obstacles to the conservation of coal have however been overcome by the perfection of mining methods. These latter may be classified as the longwall method and the room and pillar method. Theoretically, the longwall method is superior but there are few localities in which it can be applied. It is difficult to change a mining method when it has become established in a locality. Only the large companies are in position to effect a change. The greatest advance in this direction of method was the system of mining safety and design perfected in both the black and bituminous fields.

A short time after Pittsburgh was converted into the industrial center of the coal and steel industry in 1870, in the matter of coal it was found that the acceleration in coal consumption continued the famous Connellsville coal would be exhausted in 40 years. The realization of this situation accentuated the importance of conservation. Without radical change, methods of mining were perfected to the point where methods of saving the coal from the pillars upon the retreat instead of taking it upon the advance, the pillars 1 m. in. less and the rooms are now.

Other states can profit by the experience of Pennsylvania, while Indiana and Illinois have not progressed very far. Kentucky has commenced to apply the methods perfected in other states. The states mentioned cover the most important coal regions of the country and minor areas in the east and west will sooner or later adopt improved methods.

The method of working the mines constitutes, in all but of the problem of conserving coal, the chief source of trouble. In an economy of coal, less coal is not the only consideration, nor is it the only factor in the application of method in working the mines. Results are very promising and if all restrictions are lifted, a 20 per cent of the coal can be recovered.

Seeking Somerset Coal Lands.
It is reported that 100 specific buyers of coal lands have made examinations of the farms of George J. Hay, J. M. Critchfield, A. D. N. Wilson, J. W. Welmer and others in the vicinity of Rockwood with a view to purchasing about 700 acres.

Consolidation Company Raises Wages.
The Consolidation Coal Company, operating large mines in Maryland and West Virginia, has increased wages of miners 25¢ per ton, making new rate 65¢. Day laborers receive an increase of 10¢.

REVISED ASSESSMENTS

of Greene County Coal Filed at Lower Valuation

The coal commissioners of Greene county in their revision of the assessments, estimated valuations of coal lands have reduced the figures to stand as recommended for a majority of the townships. In others the valuations have been increased from \$2 to \$10 per acre except in Mount Morris borough where the advance was \$23.25 over the previous figure.

The revised valuations are as follows: Aletop township \$2; Cane township \$45; Clarkville borough \$125; Cumminsburg borough \$110 except 1 acre of active coal assessed to the Clarkville Coal Company at \$2; Dunkirk township \$10; Elizabethtown \$70; Franklin township \$70; Greene township \$90; Grindmore township \$30; Graysville borough \$35; Jefferson township ex except 25 acres assessed to Poland Coal Company at \$25; \$200 Jefferson borough \$100; Jackson township \$30; Monaca township \$110; Morris township \$100; Mount Morris borough \$75; Penn Township \$75; Richfield township \$10; Rices Landing borough \$30; Springhill township \$30; Washington township \$75; Wayne township \$50; Whately township \$75; Waynesburg borough \$70.

The revised figures are generally lower than the previous assessments.

The reduction ranging from \$5 to \$10 per acre. In a number of districts no changes were made.

A WOMAN COKE OPERATOR

First in the History of the Region John in Berlin, Francis J.

For the first time in the history of the coke region a woman has become identified with the ownership of a coke plant. Recently a sale was made by the American Connellsville Coke Company of the American Plant No. 3 to Emily Lewis, the fiancee No. 3 of the Sunshine Coal & Coke Company, at 15th and 11th Streets in the American Coal Company's plant in the Connellsville area. It develops that the little 15th Street property has been vested in Lewis and two men, all of whom are citizens. The purchasers are Emily Lewis, in Italian business worn of considerable experience residing in New Bedford, and 11th Street in the American Coal Company's plant who reside in Uniontown.

The purchase includes 8 acres and the unopened coal underlieing a number of acres. Lewis' arrangements are being made to place this plant in operation in the imminent event of which the male in chief of the firm will take active part.

OPEN ROMAN MINES

Germany Gets Coal From Workings of Early Days

LONDON, Jan. 22.—Germany's ambition in coal is meeting with unexpected obstacles due to the fact that coal is to open the day at which the Germans have constructed southward through Switzerland the edge of the sea approaching the Suez Canal. The construction of the railway has largely facilitated by French and German material a similar line which was partly constructed by the French, if it provides the fuel needed for the railroad to transport coal.

The British are not slow to the German's lead, but the Germans are not slow to the British's lead. The British are to be found in the Rhine valley, and are engaged in developing the mines which have now the best coal in Europe, the following being the chief on:

Will Keep Open Lights
The miners in the L. & L. L. Company in Mattoon, Ill., West Virginia, are to have a new dining room because of a radical change in the eating habits of the miners. The miners in the company were about to return to work after their new lights.

The Dutch Bay Pittington Coal Company in Mattoon, Ill., West Virginia, are to have a new dining room because of a radical change in the eating habits of the miners. The miners in the company were about to return to work after their new lights.

A Big Electro-Chemical Plant
The Electro-Chemical Steel Company has built on the site of a few acres 6,000 elec. the chemical plant north of Buffalo.

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LIST OF COKE OVENS IN The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Jan. 22, 1916.

| Total Ovens | In Blast | Name of Works | Name of Operator | P. O. Address |
|-------------|----------|---------------|-------------------------|-----------------|
| 200 | 200 | Acme | W. J. Balney | New York, N. Y. |
| 50 | 250 | Annie | Penn Coke Co. | Uniontown |
| 250 | 250 | Adelaide | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 250 | Bethel | H. C. Frick Coke Co. | Pittsburgh |
| 107 | 300 | Buckalea | M. C. Pleasant Coke Co. | Greensburg |
| 182 | 182 | Betty | H. C. Frick Coke Co. | Pittsburgh |
| 60 | 60 | Betty | H. C. Frick Coke Co. | Greensburg |
| 240 | 240 | Brinkston | H. C. Frick Coke Co. | Pittsburgh |
| 260 | 120 | Buckova | H. C. Frick Coke Co. | Pittsburgh |
| 260 | 200 | Calumet | H. C. Frick Coke Co. | Pittsburgh |
| 32 | 32 | Carolina | H. C. Frick Coke Co. | Pittsburgh |
| 101 | 300 | Central | H. C. Frick Coke Co. | Greensburg |
| 170 | 70 | Clara | H. C. Frick Coke Co. | Pittsburgh |
| 400 | 400 | Colina | H. C. Frick Coke Co. | Pittsburgh |
| 328 | 300 | Continental | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Continental | H. C. Frick Coke Co. | Pittsburgh |
| 348 | 120 | Continuant | H. C. Frick Coke Co. | Pittsburgh |
| 40 | 40 | Dexter | H. C. Frick Coke Co. | Greensburg |
| 230 | 100 | Dorey | H. C. Frick Coke Co. | Pittsburgh |
| 60 | 48 | Elton No. 1 | W. J. Balney | New York, N. Y. |
| 160 | 100 | Elton No. 2 | W. J. Balney | New York, N. Y. |
| 200 | 200 | Emmett | W. J. Balney | New York, N. Y. |
| 101 | 100 | Elton No. 3 | W. J. Balney | New York, N. Y. |
| 121 | 121 | Elmira | Gilmores Coke Co. | Pittsburgh |
| 323 | 97 | Elton No. 12 | W. J. Balney | Pittsburgh |
| 300 | 300 | Elton No. 13 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 14 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 15 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 16 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 17 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 18 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 19 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 20 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 21 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 22 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 23 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 24 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 25 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 26 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 27 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 28 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 29 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 30 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 31 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 32 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 33 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 34 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 35 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 36 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 37 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 38 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 39 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 40 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 41 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 42 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 43 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 44 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 45 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 46 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 47 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 48 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 49 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 50 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 51 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 52 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 53 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 54 | H. C. Frick Coke Co. | Pittsburgh |
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| 300 | 300 | Elton No. 56 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 57 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 58 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 59 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 60 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 61 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 62 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | 300 | Elton No. 63 | H. C. Frick Coke Co. | Pittsburgh |
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| 300 | 300 | Elton No. 79 | H. C. Frick Coke Co. | Pittsburgh |
| 300 | | | | |

THE GRIM REAPER TAKES HEAVY TOLL HERE OVER SUNDAY

Mrs. Cyrus Echard, Widely Known Resident, Pneumonia Victim;

MRS. CATHERINE DETWILER

Aged Resident of Detwiler's Mill Is Also Called to Last Reward; Widow of Dr. James C. Henry of Dawson Succumbs; Others Who are Called.

Pneumonia contracted last Monday resulted in the death of Mrs. Mrs. Margaret Behan, 71 years old, wife of Cyrus Echard, Saturday afternoon at 6:30 o'clock at the home of her son-in-law, Charles H. Kennel, in Race street. Mrs. Echard had about recovered from grip and went to the dining room of the Smith House for dinner Monday. She was taken suddenly ill in the afternoon and was removed to the Kennel home. Mrs. Echard's death was not unexpected, as her condition had been critical. She was conscious up until death.

The funeral, held Monday afternoon at 2 o'clock from the Kennel residence, was one of the largest held here for some time, many relatives and friends of the deceased from Connellsville and out of town points attending. Rev. G. L. Richardson, pastor of the First Methodist Episcopal Church, officiated. The floral tributes were numerous and unusually handsome. The pallbearers were S. E. Frock of Uniontown, E. C. Lyon, E. L. Flory, G. C. Armstrong, W. W. Smith and A. A. Strub. Private interment in Hill Grove cemetery.

Decedent was born near West Newton, Westmoreland county, November 12, 1844, a daughter of the late El. H. and Amanda Morgan McClelland. When she was a child the family moved to the vicinity of Connellsville, and September 1, 1870, Mrs. Echard was married in Mount Pleasant to Cyrus Echard, a son of the late Jacob and Nancy Echard. After their marriage they went to Perryopolis where they remained until their five years, when they came to Connellsville, residing here since. For the past 13 years Mr. and Mrs. Echard resided at the Smith House. Mrs. Echard was one of the best known residents of Connellsville, winning the friendship and respect of all with whom she came in contact.

She was a member of the First Methodist Episcopal Church, the Ladies' Aid Society and the Woman's Home and Foreign Missionary Society. In addition to her husband, she is survived by one daughter, Mrs. Charles H. Kennel, one son, Dr. Thomas B. Echard, both of Connellsville, four grandchildren, three sisters, Mrs. George Echard of Shadyside; Mrs. Walter Spratt and Miss Lida McClelland of Philadelphia, and Amzi McClelland of Moyers.

MRS. CATHERINE DETWILER.

Mrs. Catherine Detwiler, 82 years old, a resident of Fayette county all her life, died Sunday morning at the home of a son, J. C. Detwiler, at Detwiler's Mill, following an illness of arterio sclerosis. She was confined to her bed for the past 40 weeks. Funeral services were held at the Detwiler residence Tuesday afternoon at 1:30 o'clock and from Mount Olive Church at 2 o'clock. Interment in Mount Olive cemetery.

Decedent was born near Murphy's Siding, February 5, 1834, a daughter of the late Mr. and Mrs. Jesse Atkinson. Her husband, John Detwiler, died about 11 years ago and of late years Mrs. Detwiler had made her home with her son, J. C. Detwiler. She had spent all her life in and about Murphy's Siding.

The following children survive: George A. Detwiler of near Detwiler's Mill; J. C. Detwiler of Detwiler's Mill; John W. Detwiler, 51, of near Detwiler's Mill; H. W. Detwiler of Murphy's Siding; and Charles Detwiler, who resides on the old home place at Detwiler's Mill. One sister, Mrs. Elizabeth Goupe of Ausaiberg, O., also survives.

MRS. MARY HENRY.

Mrs. Mary Henry, widow of Dr. James C. Henry, died Sunday morning at her home at Dawson, following a lingering illness of complications of disease. Funeral services were held at 10:30 o'clock, Rev. W. H. Purcell, pastor of the Presbyterian Church at Dawson, officiated. Mrs. Henry had resided at Dawson for a number of years, and was buried to Dr. James C. Henry, who for many years was one of the leading physicians in the Youngstown region. His death occurred a few years ago.

Decedent was a daughter of Elder Barnett Cunningham of the Old Tyone Presbyterian Church. She is survived by the following children: R. D. Henry, Carl Henry, Roy Henry of Dawson; Miss Zilla Henry at home and Mrs. Clymer Painter of Greensburg, and two brothers, Barnett Cunningham of Uniontown and T. J. Cunningham of Iowa.

MRS. ABE COSELL.

Word has been received here from Streator, Ill, of the death of Abe Cosell, 55 years old, a former well-known resident of Fayette county. Mr. Cosell was born in Fayette county and resided in the vicinity of Connellsville up until 1855 when he left for Streator. Mr. Cosell was twice married. His first wife was Miss Margaret Weaver, a sister of Mrs. S. D. McGraw of this city. Following their marriage, Mr. Cosell drove overland to Streator, and Mrs. Cosell accompanied by the late Mr. and Mrs. Jacob Overholt of Westmoreland county, arrived at Streator by train. After their arrival at Streator, Mr. and Mrs. Cosell settled on a lone prairie and Mr. Cosell by his thriftiness prospered and acquired great wealth. His first wife died nearly 23 years ago, and two years later he returned to Fayette County and married Miss Mary Mc-

Manns of near Normalville. With his bride he returned to Streator. His second wife died some time ago. He is survived by a family of grown children and one brother, Henry, who is located in the west. Mr. Cosell had been ill only a short time, as word received from the family last week made no mention of his illness. Mr. Cosell has a wide connection of relatives in Fayette county. He is an uncle of Mrs. J. D. Petty, Mrs. James Newmyer, and Mrs. S. T. Irwin of this city. Mrs. Newmyer left this afternoon for Streator.

JACOB E. STRAWN.

Jacob E. Strawn, 50 years old, a native of Perryopolis, died Tuesday at his home at Aspinwall, Westmoreland county, following an illness of pneumonia. The body will be brought native of Perryopolis, died yesterday to be removed to the home of Mr. E. Strawn, a brother of the deceased. The body will be shipped to Perryopolis Friday morning on the B. & O. Ohio train No. 1 and at 10 o'clock services will be held at the Methodist Episcopal Church at that place.

Decedent was a son of John and Mary Strawn and was born and reared at Perryopolis. He was in the insurance business and at one time resided at Vanderbijl. He left Vanderbijl 20 years ago for Avonmore, where he had since resided. Mr. Strawn married Miss Anna Fritchell, a daughter of Aaron Fritchell, and formerly of the First Methodist Episcopal Church, now of New Market, Nelson of the First Baptist Church, and Rev. C. C. Buckner of the Christian Church, officiated. The floral tributes were numerous and unusually handsome. The pallbearers were S. E. Frock of Uniontown, E. C. Lyon, E. L. Flory, G. C. Armstrong, W. W. Smith and A. A. Strub. Private interment in Hill Grove cemetery.

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She was a member of the First Methodist Episcopal Church, the Ladies' Aid Society and the Woman's Home and Foreign Missionary Society. In addition to her husband, she is survived by one daughter, Mrs. Charles H. Kennel, one son, Dr. Thomas B. Echard, both of Connellsville, four grandchildren, three sisters, Mrs. George Echard of Shadyside; Mrs. Walter Spratt and Miss Lida McClelland of Philadelphia, and Amzi McClelland of Moyers.

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GEORGE K. CLEMENTS.

George Clements, 52 years old, died Friday at noon at his home at Dunbar following a lingering illness. Funeral Sunday morning at 11 o'clock from the Methodist Protestant Church at Dunbar. Rev. T. M. Gladwin officiated. Decedent is survived by his widow and the following sons: William of Coghlansville, Edwin, Thomas, Charles, George and Richard, and three daughters, Mrs. Clyde Hughes, Lavinia and Christine all of Dunbar.

JAMES TALTON.

Word has been received here of the death of John May, 37 years old, of Mount Savage, Md., a member of Mount Savage Mill, one of the plants of the Maryland and Pennsylvania Coal Company, and from his widow, Mrs. May, on December 3, at the West Penn Hospital, Pittsburgh, and on her return home had practically recovered.

Mr. May was born on the Hughes farm and resided there until September 14, 1844, when she was married to Shade Fuller of Vanderbijl. She was a member of the Church of God and was highly respected by her wife and circle of friends. Her husband, her parents, four sisters, Mrs. George Walker of South Connellsville; Mrs. J. L. Tressler of Dunbar; Mrs. George Whig of Kingwood, W. Va.; Egill Hughes at home, and four brothers, Hamilton Hughes of Dunbar, James M. Hughes, Cecil W. Hughes and Jonah A. Hughes, Jr., all at home.

MRS. EMMA FULLER.

Mrs. Emma E. Fuller, a well known young woman of Dunbar, died suddenly last Wednesday while sitting in a chair at the home of her parents, John and Elizabeth Hughes at the Hughes settlement, near Dunbar. Mr. Fuller and his wife were in town December 3, at the West Penn Hospital, Pittsburgh, and on her return home had practically recovered.

Mr. Fuller was born on the Hughes farm and resided there until September 14, 1844, when she was married to Shade Fuller of Vanderbijl. She was a member of the Church of God and was highly respected by her wife and circle of friends. Her husband, her parents, four sisters, Mrs. George Walker of South Connellsville; Mrs. J. L. Tressler of Dunbar; Mrs. George Whig of Kingwood, W. Va.; Egill Hughes at home, and four brothers, Hamilton Hughes of Dunbar, James M. Hughes, Cecil W. Hughes and Jonah A. Hughes, Jr., all at home.

MRS. ETHEL R. ORNDORFF.

Margaret May J. Ford, 50 years old, died at her home in South Connellsville following an illness of pneumonia. Funeral Tuesday afternoon at 2 o'clock from the family residence in Pittsburg street, Rev. Conley, pastor of the South Connellsville Evangelical Church, will officiate. Mr. Orndorff was 88 years old, and had been a resident of Connellsville for over 13 years. He was a teamster and for a number of years was employed by the South Connellsville Lumber Company. He is survived by his widow and the following children: Ada, Maude, Margaret, Shirley, and Stewart, all at home; Smith Orndorff, of Uniontown, Mrs. Edward McShane, of McKeesport; Mrs. Henry Carson, of South Connellsville; Mrs. C. A. Morgan, of Detroit, Mich., and Max Orndorff, of Connellsville. Decedent was a member of the First Baptist Church.

JAMES R. FREED.

The funeral of James R. Freed, a former Connellsville, who died at Russell, Kansas, was held at that place on the 5th inst. George B. Freed of Connellsville, a brother, was in attendance. The deceased left this section of the country when 10 years of age, removing with his family to Illinois. In 1876 he married Miss Mildred W. Ballard of Bloomington, Ill., and two years later moved to Kansas and engaged in farming near Russell. He attained considerable prominence in the community, serving on the city council and filling the offices of mayor for 16 years. He assisted in the organization of the Farmers' State Bank, being a director and later chairman of the board. In the latter capacity his services in the former capacity of the board have recently declared the office permanently vacant.

JOHN MARTIN.

John Martin, 69 years old, died Sunday afternoon at his home in Dunbar following an illness of bronchitis. Mr. Martin had spent all his life in and about Dunbar. He was a carpenter and contractor and was a son of Elliott Martin, deceased.

MARGERY LOURIA BROWN.

Margery Louria Brooks, one year and ten months old, daughter of Mrs. and Mr. Max Herbert Brooks, died Friday night at the family residence at South Connellsville.

RODOLPH L. HAGGERTY.

Dorothy L. Haggerty, the last of the triplets born seven months ago to Mr. and Mrs. Max Herbert Brooks, died Friday evening following a brief illness.

HENRY GUY.

Henry Guy, 46 years old, died of pneumonia last Wednesday in the Uniontown Hospital.

FIGHT OVER SUPERVISOR

Appointment of N. L. Murphy in North Union Allocated.

UNIONTOWN, Jan. 25.—A petition was filed in court today asking that the appointment of Nathaniel E. Murphy as road supervisor of North Union township be revoked. Attorney E. R. Spitzman, who filed the petition, claimed that Murphy's petition had been defective and that the court had no jurisdiction. It also charged Murphy with incompetency.

The court took no action in the matter. The petition for Murphy's removal contained between 175 and 200 signatures.

BEST OLD BUILDING.
Peter R. Walther has purchased the old dressing room on the lot to be occupied by the tailors for \$6,000, it is said. He will use the material for a garage.

ELMER E. BITTNER.
Elmer E. Bittner, 55 years old, formerly of Somerseet county, died Friday, January 13, from injuries suffered when he was caught under an

overturned engine on a large lumber operation at Woltville, W. Va.

The lumber operation is four miles from a railway station and it was necessary to carry Mr. Bittner and three others on carts all of that distance. Mr. Bittner died while he was being taken to a hospital at Roanoke, Va. Mr. Bittner is survived by the following sisters: Mrs. William Story of Connellsville; Mrs. R. W. Coddell of West Virginia, and formerly of Somerseet; Mrs. Peter Miller of Elkhorn, and Mrs. John Bowley of Garrett.

WILLIAM M. REED.

William M. Reed, 80 years old, a native of Perryopolis, died Tuesday at his home at Aspinwall, Westmoreland county, following an illness of pneumonia. The body will be brought native of Perryopolis, died yesterday to be removed to the home of Mr. E. Strawn, a brother of the deceased. The body will be shipped to Perryopolis Friday morning on the B. & O. Ohio train No. 1 and at 10 o'clock services will be held at the Methodist Episcopal Church at that place.

Decedent was a son of John and Mary Strawn and was born and reared at Perryopolis. He was in the insurance business and at one time resided at Vanderbijl. He left Vanderbijl 20 years ago for Avonmore, where he had since resided. Mr. Strawn married Miss Catherine Doran, formerly of Connellsville; Mrs. A. W. Lamm of Somerseet; Mrs. Peter Miller of Elkhorn, and Mrs. John Bowley of Garrett.

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CONDUCTOR BOWLIN IS KILLED BY FAST TRAIN ON THE B. & O.

Run Down by No. 9 While
on Way to Get Relief for
His Own Flyer.

WAS WIDELY KNOWN RESIDENT

Had Been in Railroad Service for
Years and was Prominent Citizen
of Third Ward; Rose from Section
Hand to Passenger Conductor.

While walking back to Mount Savage Junction to telegraph the breaking down of his engine, William Bowlin, conductor on Baltimore & Ohio train No. 8, was struck and instantly killed by train No. 9, running west. The accident occurred about 4:27 last Friday. It was impossible for the engineer of No. 9 to see Conductor Bowlin in the dark. The engine of train No. 8 had broken down at the Cumberland & Pennsylvania crossing, and in order to avoid a long delay, Conductor Bowlin started back to the telegraph tower. He stepped on the westbound tracks and was struck by the train going in the opposite direction.

Mr. Bowlin had been in the employ of the Baltimore & Ohio railroad since his boyhood days. He entered the service of the company as a laborer on the section gang, and drove the last spike in the construction of the Confluence & Oakland branch, from Confluence to Friendsville. At the age of 17 he was made a brakeman and four years later was promoted to a freight conductor, in which capacity he served until eight years ago, when he was promoted to a passenger conductor, having run on various passenger trains. Last summer he was conductor on trains Nos. 52 and 53, at the time running out of Confluence, and since before last Christmas he was on trains Nos. 7 and 8, running from Pittsburgh to Cumberland. He had been over in Pittsburgh and Cumberland, and had not been home since Tuesday. He left Pittsburgh last night.

Mr. Bowlin was one of the most popular men in the service of the company. By his courteous and genial manner he won the friendship and esteem of all railroad men and patrons of the company, with whom he came in contact. He was considered one of the most efficient railroad men in the service.

Mr. Bowlin was born at Confluence on April 6, 1874, a son of Samuel and Anna Holliday Bowlin. He resided at Confluence until entering the employ of the company as a brakeman. On December 22, 1897, he was married to Carlotta, daughter of James McGuire, deceased, and Mr. and Mrs. Bowlin have three children, a son, Harry, 10 years old, and two daughters, Anna, 8, and Mary, 6.

Mr. Bowlin performed the ceremony. He was in charge of Engine No. 1272, in charge of Engineer Samuel May of this city, caused the Heppenstall to run off the locomotive, killing the engine. The accident occurred at 3:30 this morning and the track was cleared at 8:25.

A train was made up at this place to carry Pittsburgh passengers. At Smithfield, on Saturday afternoon eight freight cars left the track, tying up traffic for several hours.

Boy Falls Through Ice; Clings To Overcoat by Teeth; Is Saved

MOUNT PLEASANT, Jan. 21.—Clinging to an overcoat by his teeth, Glenn Bowers, a sophomore in the high school here, was saved from drowning in the Bridgewater dam after he had fallen through the ice. Companions drew him to the shore in safety.

Young Bowers had gone skating on the Bridgewater dam with several companions. He fell through the ice. Each time he came to the surface he grasped the edges of the ice, but it was not strong enough to bear his weight. Finally his hands became so numb with the cold that he was unable to grip anything.

DENY ALL ALLEGATIONS

Indian Head Coal & Mining Company Denies Its Actions Were Legal.

Denial of the allegations made in the suit of the Westmoreland Grocery Company, Connellsville Machine & Car Company, Connellsville Machine & Car Supply Company, Connellsville Iron Works and C. F. Bowser & Company against the Indian Head Coal & Mining Company is made in an answer filed Friday by attorneys for the respondents.

It is admitted that a mortgage for \$15,000 was executed in favor of Martin L. Hood but it is denied that it was given without proper consideration, it being asserted that it was given to secure money advanced and to be advanced to the company.

It is also denied that Maria L. Hood is principal owner of stock in the company, though it is admitted she owns some stock, and it is further denied that the records of the company were not kept properly and that efforts were made to put the assets of the company out of reach of bondholders.

WRECK ON SHEEPSKIN

Train is Tied Up When Locomotive is Damaged.

Train, out of Fairmont on the Connellsville division of the Baltimore & Ohio, were delayed several hours on Monday on account of a derailment at Mountaine. Both trains Nos. 1 and 3 were delayed until almost noon. After traffic on the main line was cleared up.

A coal train, drawn by Engine No. 1272, in charge of Engineer Samuel May of this city, caused the Heppenstall to run off the locomotive, killing the engine. The accident occurred at 3:30 this morning and the track was cleared at 8:25.

A train was made up at this place to carry Pittsburgh passengers. At Smithfield, on Saturday afternoon eight freight cars left the track, tying up traffic for several hours.

FUND IS TURNED OVER

Captain L. N. Phelps of Salvation Army Gets \$21,855.

The fund of \$21,855 which was donated with The Courier in an effort to have the Salvation Army maintained in town, was turned over to Captain L. N. Phelps Saturday. As the Salvation Army apparently is determined to maintain its headquarters, the only other solution of these contributions was being fulfilled by turning the money over to the local commander.

The fund was not raised by The Courier, nor suggested by it. The money collected represents merely the voluntary contributions of those persons who did not want the Salvation Army to leave the town. Not a cent was solicited by this paper.

WILL BE CANDIDATES.

D. H. Horton and R. P. Hopwood to Enter Spring Primaries.

Two announcements of interest in Republican politics have just been made. D. H. Horton, to be expected to be a candidate for the general assembly, has secured and will credit in the 1917 legislature, and it will seek to be reelected. It has been the custom for each assemblyman in the county to have at least two terms.

Commissioner R. P. Hopwood was at his home in Uniontown over the weekend, announced that he would aspire to succeed himself.

SAVES TWO LIVES.

Harry Dinsmore Prevents Overdose From Being Struck by Train.

Harry Dinsmore of the West Side, saved two young women from being seriously injured and probably killed today as they were about to drive across the Pennsylvania railroad track in the West Side, just as the southbound passenger train was approaching.

Seeing the danger of the young women in Mr. Dinsmore caught the horse and turned it around just in time to prevent it from being struck by the train.

Have You Coal Land for Sale? If you have coal land for sale advertise it in The Weekly Courier.

CHANGES AT ROYAL

Proprietors to Spend About \$4,500 on Improvements.

A. C. Herwick has been awarded the contract to make important changes to the Royal Hotel on Pittsburgh street. According to Mayor Rockwell Marietta, one of the owners, between \$4,000 and \$5,000 will be spent on changes to the building.

The basement room now occupied as a barber shop will be raised to a level with the street and occupied by the bar. The south side of the building, now occupied by the office and bar will be transformed into two store rooms, with entrances on the street level. The dining room will be moved from the fourth floor to the main floor, now occupied by a sample room and parlor. The office will be moved from its present location to make way for the store rooms.

These changes have been in contemplation for a year or more. A number of offers to rent one of the rooms or a motion picture house have been made but none of them ever materialized.

HURT IN YARDS

E. W. Lloyd, Brakeman, Has His Foot Badly Mashed.

E. W. Lloyd of Wheeler, 22 years old, a Baltimore & Ohio brakeman, while at work Sunday morning in the yards met with an accident which resulted in a badly mashed foot. An amputation will not likely be necessary. He was removed to the Cottage Hospital.

Murderer and Two Other Prisoners Overpower Guard and Break Jail

GREENSBURG, Jan. 24.—Overpowering a guard and beating him into insensibility, Walter Douglas, a negro from Jeannette, Douglas, who had been hiding, emerged and struck out violently, breaking his nose.

Stevens, Douglas and Albert Tedrow, a foreman from Export, then beat the turnkey into unconsciousness. They obtained blue keys and escaped. Bomer arrived a few minutes later and found one still unconscious.

A cordon of state police was spread in a circle around Greensburg for a distance of 20 miles and began closing in. It was expected they would run down the man. Douglas is said to have headed towards Connellsville. The others went north, it is believed.

Douglas has the reputation of being a desperate character and the state police anticipate a struggle if he is overtaken.

NEWS OF INTEREST TO THE RAILROAD MEN OF THE TOWN

Pennsylvania Inaugurates a New Safety First Precaution.

SPECIAL WARNING WHISTLES

Trains Moving Against Current of
Travel Will Give a Particular Signal;
Pay Day on the Baltimore & Ohio; Other Items of the Week.

ANGLE SAYS KICK ABOUT GAS RULES IS DUE TO PIQUE

Superintendent of Fayette Company Believes They are Fair.

APPROVED BY SERVICE BOARD

Complaint Filed by Uniontown At-
torney Made Because Company Re-
fused to Disqualify in His Favor
in Matter of Gas Supply, Is Dis-
missed.

Superintendent J. L. Angle of the Fayette Gas Company last Friday filed a complaint with the Public Service Commission by Attorney Harry W. Byrnes of Uniontown and in conjunction with the Pittsburgh officials of the company is preparing an answer. Mr. Angle claims that the Public Service Commission has applied all of its rules and regulations and that the complaint of Mr. Byrnes cannot have any standing in law.

A place adopted sometime ago by the Baltimore & Ohio railroad for relaying the car shortage during the dis-
patching period did more than officials had hoped for. The road began a movement of embossing in every letter, but left the offices a card asking the re-
lief to release his office soon as possible, regardless of the time limit.

Shippers saw the possibilities of time savings and in turn had thousands of cars turned which they sent to their customers. This added greatly to keeping the cars moving. Now almost

every big firm of trade, com-
mercial club in the empty sends cards out with letters asking their customers to move the cars as quickly as possible.

GET RAISE

Railroad police on the Pennsylvania railroad have received a bonus in their salaries, effective January 1. Lieutenants of police on the Pennsylvania will receive \$100 per month and patrolmen \$80. The value includes expenses.

HEADLIGHT FLASHES

The Baltimore & Ohio railroad is paying the employees of the West End division today. Tomorrow and the next day will be payable for the employees of the Connellsville division. The Western Maryland railroad will pay the employees of that road on Friday.

H. G. Irwin, extra engineer for the Baltimore & Ohio railroad of Pittsburgh, was on the visiting in the railroad yards yesterday.

Charles Chinnell, mailman at the Baltimore & Ohio roundhouse at New Castle, W. Va., had his foot mashed Saturday when a slide rod fell, striking him.

H. C. Humber, a 33-year-old clerk of the Baltimore & Ohio railroad here, was visiting at the home of his father, A. R. Humber, in Confluence over Sunday.

Robert Lohmeyer, 18 years old, a former engineer on the Connellsville division of the Baltimore & Ohio railroad died Saturday of heart trouble while driving a steam roller near Brinsford.

H. C. Snyder, a Baltimore & Ohio telegrapher at Rockwood spent Sunday visiting friends here and in Pittsburgh. Announcement will be made by Division Freight Agent William J. Leonard, of the Western Maryland railroad of the promotion of Leonard Sisco of the freight agent's office to be traveling freight agent with his quarters at Cumberland. The new official succeeds Mr. Dickey, who recently resigned.

INJURIES FATAL.

Foreigner, Hunt While Boarding a
Street Car, Dies.

Joe Kratznick, 51 years old, died Saturday night in a West Penn street car from injuries suffered some time ago when he attempted to board a West Penn street car while in motion. Kratznick's took treatment in a Pittsburgh hospital, later returning to Connellsville.

The body was taken charge of by Funeral Director J. L. Stude. Funeral tomorrow afternoon at 1 o'clock from the Greek Church. Interment in the Western Cemetery. Deceased was a member of the Masonic Union.

SAVES TWO LIVES.

Harry Dinsmore Prevents Overdose
From Being Struck by Train.

Harry Dinsmore of the West Side, saved two young women from being seriously injured and probably killed today as they were about to drive across the Pennsylvania railroad track in the West Side, just as the southbound passenger train was approaching.

Seeing the danger of the young women in Mr. Dinsmore caught the horse and turned it around just in time to prevent it from being struck by the train.

Have You Coal Land for Sale?

If you have coal land for sale advertise it in The Weekly Courier.

500 Pound Piece of Sheet Iron Falls on Man; Is Little Hurt

Steel Economizer Company whose men are covering the boilers with asbestos-covered iron. One of these strings was being held into place and Hughes was beneath one end. A shackle, with which as much as 15,000 pounds had previously been raised, broke and the iron sheet dropped. Hughes managed to avoid being caught beneath it but the edge struck him on the hip.

The heavy iron sheet glanced off Hughes' hip causing severe contusions and brush burns on the entire leg. A deep gash in the back of his head was opened when he struck the angle iron.

He was treated by Dr. E. W. Douglass and removed to his home.

Hughes was employed by the Green-

TO PROMOTE JEWS' RELIEF FUND AT A BIG MEETING HERE

Nation Wide Movement Finds Many Willing Work- ers in Connellsville.

FINE SPEAKERS ON PROGRAM

Wood N. Carr, W. C. McLean, N. C. Levine and Rev. J. L. Proudfit to make Addresses; S. M. Goldsmith to be Chairman, Aaron Treasurer.

Jews and Gentiles in Connellsville will meet together at a public meeting in Carnegie Hall on Thursday night in an effort to raise money for the relief of thousands of Jewish people who are starving in the war zone in Europe. Uniontown has set \$4,000 as the total to be reached by its contributions and Connellsville expects to do as well or even better.

The meeting will be addressed by W. N. Carr, former congressman, and W. Cook McLean, a prominent attorney, both of Uniontown; L. S. Levine, former assistant city solicitor in Pittsburgh; and Rev. J. L. Proudfit, pastor of the First Presbyterian Church.

S. M. Goldsmith, chairman of the Connellsville committee, will preside at the meeting. Meyer Aaron has been selected as treasurer of the fund and the following gentlemen have been asked to become vice presidents: Mayor R. Marietta, E. T. Norton, L. F. Ruth, Henry Goldsmith, J. Aaron, E. E. Markel, Fred Fries, S. M. Goodman, Emanuel Horowitz, Alfred Beckenbach, E. Dunn, E. C. Higbee, Worth Kilpatrick, J. L. Kurtz, F. T. Evans and F. E. Younkin.

The movement for the relief of the Jews in the war zone is a national one. President Wilson and Governor Brumback having set aside January 27 by proclamations as the day upon which a nation-wide effort is to be made to raise funds for the suffering war victims. It is expected that \$5,000,000 will be raised in the United States, the residents of New York City already having contributed \$1,000,000.

There will be a collection taken at the meeting here on Thursday night, the object being to enlighten local people as to the actual conditions in the war zone. Subscriptions to the fund will be received at any time by Meyer Aaron, the treasurer.

It is stated conservatively that 9,000,000 Jews are starving in war-torn Europe. They are looking to their brethren and to their Gentile friends in America to aid them.

Secures New Position.

Stanley Crow, clerk for John Curry & Son, has secured a position as clerk for the Pennsylvania railroad at West Side. He will resume his new duties on February 1.

Attorney-at-Law.

GEORGE M. HORACK, ATTORNEY-
AT-LAW, Office, Suite 1100 Park Building,
Pittsburgh, Pa. Telephone 1342.

DR. A. F. GENTRY

Physician
Surgeon
108 Main St., Connellsville,
All Diseases Treated Successfully.

DR. BARNES'
MEDICAL INSTITUTE
For the Treatment of
Chronic, Nervous, Blood,
General, Complicated and
Special Diseases of Both
Sexes. Men's Diseases a
Specialty. Open 9 A. M.
Tuesdays and Thursdays
108 Main St., Connellsville.

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A DEPOSITORY

PLUS

Plus a

PERMANENT CREDITORS' BOARD NAMED TO STRAIGHTEN OUT AFFAIRS OF J. V. THOMPSON

Samuel Untermyer, Famous Lawyer, Will Aid the Liquidation

JAMES A. CAMPBELL TOPS LIST

President of the Youngstown Sheet & Tube Company, Two Bankers and a Coal Operator are Named; Austin Cooper and Sarah Fayette Members

The diligently applied efforts on part of the special committee of the J. V. Thompson's Creditors' Association, having in charge the formation of a plan for the organization of a permanent creditors' committee have come to a successful and happy conclusion, without objection or dissent on part of any member of the creditors' association, by any representative of either the secured or unsecured creditors of Mr. Thompson, the following gentlemen have been named as members of the permanent committee who will be charged with the duty, responsibility and care of re-habilitating Mr. Thompson's affairs:

JAMES A. CAMPBELL of Youngstown, O., president of the Youngstown Sheet & Tube Company.

ALEXANDER C. ROBINSON of Pittsburgh, president of the Safe Deposit & Trust Company of Pittsburgh.

A. R. HAMILTON of Pittsburgh, a director in the Commonwealth Trust Company and vice president of the Third National Bank of Pittsburgh.

E. T. HITCHMAN of Wheeling, W. Va., president of the Hitchman Coal & Coke Company.

A. PLUMER AUSTIN of Uniontown, president of the Fayette Title & Trust Company.

A. F. COOPER of Uniontown, president of the Fayette Publishing Company.

After a series of conferences with

New York financial interests and legal

advisors, daily and almost nightly ses-

sions of the special committee, and

exhaustive painstaking and patient

labor on part of the individual mem-

bers extending over a period of two

months, the culmination of these well

directed and persistent efforts came at

a meeting held in Uniontown last

night. This meeting was attended by

the members of the Creditors' Asso-

ciation, members of the bar and rep-

resentatives of the creditors of Mr.

Thompson and was held for the pur-

pose of receiving the final report of

the special committee on organization.

H. L. ROBINSON, on part of the com-

mittee, presented the report as fol-

lows:

"Your committee appointed to recom-

med a plan of organization of a per-

manent creditors' committee, beg leave

to report as follows:

"From the beginning of their labors

they were fortunate in having the as-

sistance and collaboration of Samuel

Untermyer, Esq., of New York City, a

very experienced in such work

as they had to outline.

The members of the committee alone

and with Mr. Untermyer's representa-

tive had many conferences, the re-

sult of which they unite in making the

following recommendations:

"That the permanent general organi-

zation of the members of the bar who

represent claimants against J. V.

Thompson be temporarily retained for

the purpose of conference and discus-

sion until a dual organization of the

claimants themselves shall have been

arranged.

"That we recommend to the

careful consideration of all claimants

a plan of organization generally simi-

lar to a printed plan suggested by Mr.

Untermyer, carefully considered and

approved by your committee, and to

the J. V. Thompson's permanent com-

mittee. Copies of the printed plan

will be placed where they will be easy

of access to claimants and their coun-

sel; and a copy furnished to each at-

torney representing claimants.

"That we recommend that the amount

by this body of following named per-

sons, seven in number, as members of a

permanent creditors' committee, to whom the interests of claimants against

J. V. Thompson shall be entrusted and

who are to operate under a plan gen-

erally similar to that suggested by your

committee.

"That a presentation of this report was

received with every evidence of satis-

faction over a solution of the problem

which has occupied the attention of

the members of the committee for so

long and to the exclusion of almost

every other demand upon them. The

acceptance of the report was moved

by Attorney Robinson and seconded

by ex-Judge Umbel to which assent

was given without a dissenting voice.

Before calling for a vote on the mo-

tion to adopt the report **M. M. Coch-**

ran, president of the Creditors' As-

ociation, gave very earnest expression

of his thoughts and feelings over the

results which the report embodied.

"I think we are most fortunate," he

said, "in having this report; that the

committee has been fortunate in se-

curing an alliance with Samuel Unter-

myer, of New York, without which

perhaps the subsequent work would

not have followed. I believe the com-

mittee worked diligently and very

ably in formulating a plan of organi-

zation and agreements under which

claims might be deposited. This plan

contains the united wisdom of that

distinguished lawyer of New York to-

gether with our lawyers of Uniontown,

whom we all know, and every part of

the plan has been worked out care-

fully, and every creditor can have

confidence in it."

Congratulating the organization

committee on its selection of the per-

sonnel of the creditors' permanent

committee, Mr. Cochran stated it is

his belief that the membership repre-

sented an association of financial in-

terests which are friendly, and con-

cerned only in working out the best

and final adjustment of Mr. Thompson's

affairs. In the adoption of the report

Mr. Cochran saw an omen for better

days in the business situation in Pen-

nsylvania and the coke region. "With

these times such as they are," he said,

"and with a committee such as this

one, supported by you gentlemen

and your clients, and supported by

our eastern correspondents and helper,

there is no doubt in my mind but that

this creditors' committee will accom-

plish more than you and I ever ex-

ST. JAMES HOTEL IS SOLD W. A. FURLONG PURCHASER

W. E. Rice to Retire as Proprietor
After Four Years in Business;
Has Cont'd Interests.

By a deal closed just week, W. A. Furlong of South Connellsville becomes proprietor of the St. James Hotel, having purchased the interest of W. E. Rice, who has conducted the place for the last three years. The consideration was not made public. Mr. Furlong will assume charge as soon as the license is transferred. His petition for the transfer is already being circulated.

Mr. Rice will spend some time in the south this winter and will give his attention to some mining operations in which he is interested. He is also part owner with W. C. Griffith in the Smith House.

The new proprietor of the St. James formerly conducted the Atlas Hotel at South Connellsville, but sold out several months ago to George Snyder. He contemplates no changes in the building as an addition was recently made on the rear to accommodate the pool room and bowling alleys.

The St. James was built about six years ago by Cutler Brothers and was originally conducted by James M. Herget. Mr. M. M. Cochran, president of the Creditors' Association, served as ex-officio member of the organization committee. After a prodigious amount of labor, days and nights of time and large personal expense, this committee has accomplished the purpose it continuously had before it.

The persons comprising the permanent creditors' committee are men who have had long experience in financial and business affairs of considerable magnitude and are especially familiar with the character and value of the assets which it will be their object to conserve. James A. Campbell has been identified with the steel industry practically all of his business life, having been associated with the Trumbull Iron Company of Warren, Ohio, Union Iron & Steel Company, Pomeroy, Ohio, and the Republic Iron & Steel Company. In 1903 he organized and became president of the Youngstown Sheet & Tube Company in which capacity he has been one of the active promoters of the proposed new steel mill.

Alexander C. Robinson, president of the Safe Deposit & Trust Company of Pittsburgh, has extensive connections with banking, traction, insurance, railroad, coal mining and telephone interests.

A. R. Hamilton in addition to his association with the Third National Bank and the Commonwealth Trust Company of Pittsburgh, is a director in coal and manufacturing companies and a trustee of the University of Pittsburgh.

A. F. Cooper represented the Twenty-third district in Congress for eight years, is an attorney by profession, a large owner of coal lands and a present publisher of the Uniontown Monitor.

A. Plumer Austin is a director in a large number of coal and coke companies, and succeeded the late G. W. Kennedy as president of the Fayette Title & Trust Company.

From the beginning of their labors they were fortunate in having the assistance and collaboration of Samuel Untermyer, Esq., of New York City, a very experienced in such work as they had to outline.

The members of the committee alone and with Mr. Untermyer's representative had many conferences, the result of which they unite in making the following recommendations:

"That we recommend to the care of all claimants a plan of organization generally similar to a printed plan suggested by Mr. Untermyer, carefully considered and approved by your committee, and to the J. V. Thompson's permanent committee. Copies of the printed plan will be placed where they will be easy of access to claimants and their coun-

sel; and a copy furnished to each attorney representing claimants.

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COAL RATE FIGHT IS OPENED BY THE PITTSBURG DISTRICT

**Renew Their Battle Against
Discrimination by the
Railroads.**

WHOLE QUESTION IS OPENED

**In Opposing Proposed Increase of 15
Cents to the Lakes, Operators De-
mand Reduction in Existing 78-Cent
Charge; Ask Better Rate East.**

WASHINGTON, Jan 24—The Pittsburgh Coal Operators' Association has filed with the Interstate Commerce Commission its formal complaint against the increase in bituminous coal rates from the West Virginia and adjoining fields which the railroads recently announced they would make, but the application of which was suspended by the commission pending investigation.

It was also learned here today that the Pittsburgh Coal Operators' Association has filed at Harrisburg with the Public Service Commission of Pennsylvania a complaint against the Pennsylvania lines alleging unjust discrimination in rates from the Pittsburgh district to Philadelphia and to Erie.

In the complaint with the state commission, it is pointed out that on all shipments of coal to Erie, and to points west, the same rate is charged, while on shipments to Philadelphia and points east 30 cents less is charged from the Greensburg group, which is a part of the Pittsburgh district, and 15 cents less from the Westmoreland group, which is a part of the Pittsburgh district, and is charged from the Pittsburgh group and the Panhandle mines, which constitute the western portion of the Pittsburgh district. The real question involved is whether it is discriminatory to charge all mines in the Pittsburgh district, the same rate when coal goes west, while when coal goes east, that district is divided into three parts.

As to the investigation which is to be undertaken by the Interstate Commerce Commission in regard to the increased rates which would have gone into effect on January 20, if the commission had not suspended them temporarily, it is understood that hearings will begin about the first of March. The railroads will be given their hearing on the question about a month later, and it is expected, therefore, that the commission will be ready to hand down its decision in the matter about July 1.

Involving as it does an annual coal shipment of from 50,000,000 to 60,000,000 tons from the various districts concerned to the Lake ports and other points where the new rates would have applied, it is a most important case, so that careful hearing will be held by the commission and ample time given to make full and complete investigation of all the facts in the case before a decision is rendered. The increase proposed by the railroads of 15 to 20 cents a ton would amount to millions of dollars each year.

The importance of the case is indicated by the fact that attorneys representing some of the big coal shippers interested have opened offices here.

The Pittsburgh Coal Operators' Association in its complaint, which is directed against the Pennsylvania company, the Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company, the Pittsburgh & Lake Erie Railroad Company and the New York Central Railroad Company, alleges that the present rates of 78 cents now charged on coal cargo, union lake cargo coal shipped from mines in the Pittsburgh district to Ashtabula, O., is unreasonable and unjust. It charges that converted action on the part of the railroads serving the competing districts in Pennsylvania, Ohio, West Virginia, Kentucky and Tennessee "has resulted in the establishment and maintenance of rates from the Pittsburgh district which are unjustly discriminatory because they in themselves are unreasonably high." Based upon the cost of service and all the factors entering into the making of rates, says the complaint, the existing rate of 78 cents a ton on coal from the Pittsburgh district to the lakes cannot be justified. In making the previous order establishing that rate, it is declared, "the commission had in mind the placing of the Pittsburgh district on such a rate basis as would tend to restore it to the position in the markets of the world to which it is entitled by virtue of its location and other considerations, and from which it has been ousted by the arbitrary and unwarranted action of the carriers by continuous increases in the lake cargo rate over a long period of years."

A man was submitted to the Interstate Commerce Commission with the complaint to show at once the geographical and transportation situation of the several districts. The rate per ton mile varies, according to the complaint, from as low as 1.77 mills from the Wilkison district in Kentucky to as high as 5.10 mills from district No. 8 in Ohio and 5 to from the Pittsburgh district mines on the Pittsburgh & Lake Erie.

MOTOR SUPPLANTS LOCOMOTIVE.
Rocky Mountain Train Being Hauled
Quicker and Cheaper.

After some thorough and satisfactory investigation of the Colorado, Milwaukee & St. Paul railroad, it is estimated that an electric locomotive will haul 30 per cent more train load at a cost of 40 per cent less than a steam engine and moves the train over the mountains at an average rate of 15 miles per hour, while the steam locomotive is only able to haul it nine miles an hour. Other savings will be effected.

The railroads will be able to generate electricity by water power for use in crossing the mountain ranges in the west.

Subscribe for The Weekly Courier.

FRICK OFFICIALS ARE GUESTS AT ANNUAL DINNER

President Clingerman, Tonawanda, General Superintendent Lynch, and Others are Speakers.

The Country Club at Greensburg was the scene Saturday evening of the recurrence of an event which has come to be of much significance and profit to the plant superintendents and department heads of the H. C. Frick Coke Company. This was the annual dinner, instituted by the late Thomas Lynch, president, some years before his death and observed in successive years except last, when out of respect to the founder's memory the event was not celebrated.

At the gathering Saturday evening over 100 guests were present, representing every plant and department of the company. Those from Uniontown, the Lower Connellsville region, Connellsville, Scottdale, Mount Pleasant and intermediate points were convened to Greensburg in a special car on the West Penn. The preparations for the banquet were carried out with close attention to detail, including attractive decorations and an elaborate menu provided by Godfrey Glassett, the steward of the Country Club. Nirelli's orchestra of Pittsburgh furnished music, interspersed by selections from a male quartet.

W. H. Clingerman of Scottdale, president of the company, acted as toastmaster. Mr. Clingerman gave a brief review of the operations of the company and discussed the cost of production and the records of accidents during the year 1915.

Responses were made by W. G. Hood, who discussed "Manufacture of Mineral with the Use of Slag," Wall M. McAllister, by G. A. Watson, who dealt with the subject of "Underground Coal Transportation," by H. G. Brown who considered "Suggestions for Welfare Work." The concluding address of the evening was made by Clay F. Lynch, vice president and general superintendent, entitled "The Best Boost for Welfare," the central thought of which was that "efficient management is the best boost for the welfare of both the employer and employee."

The guests of the evening were: C. L. Allbright, J. W. Anawalt, Dr. Arkwright, W. S. Armstrong, W. J. Askin, J. M. Atcheson, E. C. Arnold, J. A. Barnhard, Richard H. Barry, H. B. Beever, H. J. Blitz, Burgess, B. Boyd, Benton Boyd, H. N. Boyd, H. G. Brown, S. W. Brown, J. C. Brownfield, J. R. Campbell, J. W. Campbell, W. A. Chandler, J. A. Childs, W. H. Clingerman, D. H. Coble, James A. Cowan, W. H. Cuthbert, W. J. Culter, S. L. Denning, T. J. Dickey, T. J. Donnan, F. R. Drill, T. S. Dunn, Frank Emory, T. W. English, George Fuchs, T. J. Furey, J. G. Finch, G. H. Franklin, Frank R. Frazer, William Gates, E. H. Goddard, H. P. Glascow, W. H. Glawson, J. Howard Greif, L. W. Gubhorn, James Hart, H. H. Hodges, W. G. Hood, J. B. Hutchinson, G. B. Huttermiller, W. J. Jones, J. T. Keighley, Phillip Keller, Isaac Kell, R. L. Kell, Robert Laurie, P. J. Loeke, J. L. Lloyd, Lowther, Clay F. Lynch, John Lynch, R. C. Lyon, James S. Mack, Robert W. Maher, Joseph Mather, P. W. Matthews, M. S. Maxwell, H. W. Miller, C. S. Miller, J. P. K. Miller, W. C. Mullan, Patrick Mulligan, C. A. Muse, J. W. Myers, J. F. McCrackin, J. D. McCreary, F. A. McDonald, C. A. McElroy, William McWilliams, A. D. Oberly, L. E. Osborne, W. S. Overholts, C. P. Parker, James H. Pettigrew, A. H. Pollard, E. T. Porter, J. A. Ramsey, Robert Ramsay, R. D. Ray, Dr. William O'Neill Sherman, J. M. Shields, L. P. Shutterly, Robert S. Skemp, W. W. Steiner, John E. Struble, A. P. Strouse, William C. Stratton, W. A. Todd, P. J. Tormay, Fred Walling, R. K. Warneke, Thomas Welsh, W. J. White, E. W. Wilkinson, Dr. G. A. Wilkinson, Dr. Joseph L. Winslow, E. S. Wollersberger, V. W. Yuliner and E. F. Zearley.

DECLARES LABOR MUST WORK OUT ITS OWN EMANCIPATION

Head of Industrial Relations Committee Says Workmen Must Be United.

INDIANAPOLIS, Jan. 24—Speaking before the United Mine Workers of American convention, Frank D. Walsh, chairman of the new committee on industrial relations, and the head of the federal commission on industrial relations now out of existence, declared that if labor is to be emancipated and receive industrial justice it must be done by labor itself. Only in complete organization can they find protection, he said.

Mr. Walsh reviewed the work of the federal commission, calling particular attention to the conditions it found in Colorado. The story of Colorado, he declared, was the story of all "exploited communities and unprotected workers."

He asserted that the federal commission in its two years of research did not find a single case where there was a labor disturbance or loss of life in a strike that labor had a contract with the employer.

Mr. Walsh ridiculed the Rockefeller plan for dealing with the employees of the Colorado Fuel & Iron Company. He considered the strike was won by the workmen because John D. Rockefeller was compelled to acknowledge the responsibility for everything that occurred in that state and because he was compelled to acknowledge the scientific facts underlying collective bargaining by the miners.

The plan, however, was a bogus one, Mr. Walsh declared.

To Develop Texas Iron Ore.

Where P. R. R. Stock is Held.

The Texas Steel Company of Beaumont, Tex., will be incorporated with a capital of \$2,500,000 for the development of Texas iron ore properties and the construction of furnaces and steel mills.

Welsh Coal Prices.

Current prices for Welsh coal, f. o. b. Cardiff, are as follows: Admiralty seconds, \$5.22; best house, \$5.82; black veins, \$5.22; best house, \$5.71; best small steams, \$3.18; brikettes, \$5.82; special foundry coke, \$10.34.

Advertise your coal lands in The Weekly Courier.

GREATER SAFETY ON THE RAILROADS IS RECORD OF 1915

Remarkable Improvement in Casualties From All Causes.

REDUCTION OF 27% OVER 1914

TRESPASSERS STILL LEAD AS VICTIMS OF
FATAL ACCIDENTS: OF ONE BILLION
PASSENGERS CARRIED, ONLY 222 ARE
KILLED; FEWER EMPLOYEES KILLED.

The greatest improvement in safety in railway operation ever recorded for a year is shown by the annual accident bulletin just issued by the Interstate Commerce Commission for the fiscal year 1915. As a result of the combined effect of the safety first movement, of improvements in facilities of various kinds and of the stimulus in railway safety given by the business depression, the accident record of the railroads of the United States for 1915 is in most respects the best ever reported.

Dr. Norton, in his report on the accident record of 1915, says: "The greatest improvement in safety that I have ever seen in the history of the railroads of the United States is the marked reduction in the number of fatalities in connection with railway operation, as compared with 1914. The greatest percentage reduction in the number of fatalities in connection with railway operation, as compared with 1914, is 27 per cent, less than in 1914, while the number of passengers carried one mile in 1915 was approximately 108 per cent greater and the number of tons of freight hauled one mile was about 32 per cent greater than in 1914.

The total number of casualties to persons, according to the commission's bulletin, was 170,641, including 8,621 persons killed and 162,010 injured. These figures represent a decrease as compared with 1914 of 1,631 in the number of persons killed, or 16.1 per cent, and 30,622 in the number injured, or 15.9 per cent, and the total is less than for any other year since 1911. These total figures include 312 employees killed and 9,192 employees injured in "industrial accidents," those not occurring in connection with train operation, but taking place on railway premises, as in shops, etc.

Of the total number killed, 222 were passengers, 2,152 employees, and 6,217 other persons, including both trespassers and non-trespassers; a decrease as compared with 1914 in figures, which were also less than those for 1913, of 4,134 passengers killed, or 18.2 per cent, 11,078 employees killed, or 34 per cent, and 531 other persons killed, or 7.8 per cent.

The total number of persons killed in 1915 was less than for any other year since 1912, and the number injured was less than for any other year since 1911. The total number of passengers killed, 222, out of approximately one billion carried, was less than for any other year since 1914, when only 785,000,000 were carried; and the number injured was less than for any other year since 1910, but the number injured was greater than for any other year since 1910 and 1911.

As usual, by far the largest class of railway fatalities was that of trespassers, which totalled 5,084. While the number of trespassers killed was less in 1914, the percentage of trespassers killed to all persons killed was increased from 50 per cent in 1913 to 35 per cent in 1915, and the number of trespassers injured was larger than for any year since the statistics have been compiled. Excluding trespassers, the number of persons killed in railway accidents, including all those for which the railroads may be responsible, was 3,517, and represents the approximate percentage of 27 per cent as compared with the number of persons other than trespassers killed in 1914.

The biggest increase in the operating expense account was in maintenance of equipment. This item shows that during December \$1,358,738 was expended, or an increase of \$883,398. Maintenance of way and structures ended for \$1,019,486, or \$423,315 more than was spent in December, 1914. Transportation expenses were increased \$347,011 as compared with 1914.

Gross operating revenue for the

first half of the Baltimore & Ohio

in 1915 amounted to \$56,010,594,

or a gain of \$8,991,994. The net

operating increase was \$5,174,775.

THE DYESTUFF INDUSTRY GAINING FOOTHOLD IN U. S.

Is Assuming Considerable Proportions
but its Sponsors Recognize Necessity for Protection.

According to a report given to the public by Dr. Thomas H. Norton, of the Bureau of Foreign and Domestic Commerce of the Department of Commerce, American makers of dyestuffs are now producing coal-tar colors at the rate of 15,000 tons annually. Dr. Norton calls particular attention to the importance of the fact that these colors are being manufactured wholly from American raw material. Before the war started, it was estimated only 3,700 tons of coal-tar colors, made largely from imported intermediates. The report points out, however, that the total imports of artificial colors before the war were something like 25,000 tons, so that the color-using industries even now are not getting near their normal supplies.

The manufacture of coal-tar colors in this country has assumed large proportions, but owing to the great demand for such products in the manufacture of explosives the dye works have not had the supplies they needed. Nevertheless there are now 17 firms engaged in manufacturing intermediates and 12 firms turning out the finished dyes.

Dr. Norton insists that the United States is to have a permanent dye staff industry. The textile and allied industries, he says, are invited in the direction of the fact that the country shall never again be exposed to such a famine as it has recently experienced.

Most of the companies engaged in manufacturing coal-tar compounds are planning to continue their production along the lines they have been taking up to and to enlarge such production under upon the manufacture of additional intermediates or finished dyes as circumstances warrant.

As essential to the permanency of the great industry, which Dr. Norton sees developing so promptly, he makes the somewhat significant statement that it "is simply a matter of adequate measure of statutory protection against unfair competition on the part of foreign rivals."

B. & O. EARNINGS

For December Make a New High Record in Totals and Gains.

A new high record for December earnings was made by the Baltimore & Ohio railroad last month, according to figures made public by the railroad on Friday. The gross earnings totalled \$5,144,782, or a gain of \$2,394,687 as compared with the corresponding month of 1914. Net operating revenue was \$2,625,426, or \$84,935 greater than for December of the year previous.

Never before in the history of the Baltimore & Ohio railroad did the revenue totals for December reach the figures as reported in the statement of income for the closing month of 1915. The nearest approach to it was December, 1915, when the revenues of that year held the record until the recent compilation.

The showing made by the railroad shows the enormous amount of traffic which the railroad company moved. The satisfactory gain in net was made spite of the fact that the operating expense for the month increased \$1,653,824 as compared with the same month of 1914.

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first half of the Baltimore & Ohio

in 1915 amounted to \$56,010,594,

or a gain of \$8,991,994. The net

operating increase was \$5,174,775.

The latter arrived in the city last

week.

MAGAZINE LETS GO.

Explosion at Coal Mine Causes Panic
in South York.

JOHNSTOWN, PA., Jan. 24—An explosion of dynamite and blasting powder in the magazine of the Argyle Coal Company at South Fork this morning shattered glass in the coaches of a Pennsylvania railroad passenger train just putting into the station nearby and stampeding the passengers.

No one was hurt, although considerable damage was done and the magazine was blown to pieces.

May Lease Besco.

Negotiations are understood to be in progress for the leasing of the Besco coal and coke plant at Millboro, owned by L. W. Stearns of Uniontown.

Tin Workers Get Advance.
The American Sheet & Tin Plate Company has announced that the wages of all laborers in its employ would be raised 10% on February 1.

Advertise in The Weekly Courier.

FOR SALE

Greene County Maps

Plain or colored to date with all recent coal land purchases. Address, J. W. Paul.

B. F. Hoffacker

607 Park Bldg., Pittsburgh, Pa.

The Connellsville Manufacturing & Mine Supply Company